

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

28 AUG 1979

DATE ENTERED

DEC 18 1979

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Meridian Multiple Resource Area
(Partial Inventory)

AND/OR COMMON

Historic Resources of Meridian

(Partial Inventory: Historic and
Architectural Properties)

2 LOCATION

STREET & NUMBER

Section 18, Township 6 North, Range 16 East NOT FOR PUBLICATION

CITY, TOWN

Meridian

VICINITY OF

STATE

Mississippi

CODE

COUNTY

Lauderdale

CODE

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT☒ Multiple
resource

OWNERSHIP

☐ PUBLIC☐ PRIVATE☒ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☒ BEING CONSIDERED

STATUS

☒ OCCUPIED☒ UNOCCUPIED☒ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☒ COMMERCIAL☒ EDUCATIONAL☒ ENTERTAINMENT☒ GOVERNMENT☒ INDUSTRIAL☐ MILITARY☒ MUSEUM☐ PARK☒ PRIVATE RESIDENCE☒ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER:

4 OWNER OF PROPERTY

NAME

Multiple Ownership

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.Office of Chancery Clerk
Lauderdale County Courthouse

STREET & NUMBER

500 21st Avenue

CITY, TOWN

Meridian

STATE

Mississippi 39301

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Statewide Survey of Historic Sites

DATE

October-December, 1978

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Mississippi Department of Archives and History

CITY, TOWN

Jackson

STATE

Mississippi 39205

7 DESCRIPTION

CONDITION

☒ EXCELLENT

☒ GOOD

☒ FAIR

☒ DETERIORATED

☐ RUINS

☐ UNEXPOSED

CHECK ONE

☒ UNALTERED

☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE

☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Meridian, Mississippi, is located in the state's most extensive upland, the north-central hills region. The city's multiple resource area has its northern boundary along a ridge which slopes gently down to the southern boundary in the valley through which runs Sowashee Creek, and consists of the square mile included in the January, 1860, village incorporation of Meridian. The area contains a collection of building styles representative of the period from the post-Civil War boom through the early decades of the twentieth century.

The early central business district developed in the blocks parallel to the railroad tracks running east-west, and grew northward. Within this area, blocks are rectangular and streets are wide, but no open spaces or parks were included in the original design. Immediately outside the urban core are triangular and odd-shaped blocks. This irregular pattern is the apparent result of the intersection of the plans of two rival founding fathers.

Almost every architectural style of the late-nineteenth and early-twentieth century, from Italianate row buildings to an Art Deco skyscraper, is found within the area of historic Meridian, which contains approximately 160 commercial, civic, residential, and ecclesiastical buildings. The differences between the buildings in the districts and those outside make for an interesting comparison. The compact, cohesive quality of the consecutive district storefronts contrasts with the isolation of the more monumental individual structures, generally designed by architects and expressing a particular style or eclectic use of the classical vocabulary. These individual buildings, constructed at a time when the community was well established, have also enjoyed more attention than those in the business district, which are now largely vacant and neglected.

Within the multiple resource square mile, 82% of the buildings serve (or have served) commercial purposes. Other present uses include industrial (8%), residential (3.5%), government (2.5%), religious (2%), and museum, education, and entertainment (2%).

The survey of this area was conducted during the fall of 1978 by Jody Cook, architectural historian, Mississippi Department of Archives and History. The square mile of the 1860 incorporation limits was inspected for architectural and historical properties.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input checked="" type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)	
		<input checked="" type="checkbox"/> INVENTION		BLACK HISTORY	

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The multiple resources of historic Meridian are illustrative of the distinctly post-bellum character of a city that owes its beginning and growth to the American railroad system. The Lauderdale County hamlet of one square mile (the multiple resource area) that was incorporated in 1860 grew to become Mississippi's largest, most progressive city following the turn of the century, and with the exception of Jackson is the only city in the state with a defined inner-city core. In addition to the outstanding individual structures within the square mile, there are two districts: a central business district and a smaller depot district comprised primarily of industrial buildings. These districts are separated by only two blocks, modern intrusions and parking lots necessitating the division.

The Treaty of Dancing Rabbit Creek in September, 1830, removed the Choctaw Indians from eastern Mississippi, and in the following year Richard McLemore of Virginia became the first white settler in the area in which Meridian would be founded. Lauderdale County was established in 1833 as a result of the increased population that resulted from McLemore's offer of free lands to encourage settlement. In 1853, Catholic missionaries came to the village of Sowashee on Sowashee Creek, the future site of Meridian. When the first Mobile and Ohio train stopped at Sowashee Station on October 29, 1855, the fateful link with the railroad was made. Rivalry between founding fathers John T. Ball and Lewis A. Ragsdale for a time created a controversy over the name for the town, but in 1860 the question was settled when railroad officials secured a charter for "Meridian."

On the eve of the Civil War, Meridian was a community of only fifteen families on a spur tract of the Mobile and Ohio at a point that the railroad did not consider significant enough to merit a station. The growth brought on by the war was early recognition of a geographical location made advantageous by the Mobile and Ohio railroad. Meridian became a strategic location after linkage with the Mississippi River via the Vicksburg-Montgomery railway line completed in May, 1862, and the wartime center was the site of a Confederate arsenal, military hospital, prisoner-of-war stockade, and headquarters for a number of state officials. For a time Meridian served as the temporary state capital (G.K. Shank, "Meridian: A City at Birth, During the Civil War, and in Reconstruction," M.A. thesis, Mississippi State University, 1961, p. 42). In February, 1864, Gen. Leonidas Polk, commander of Confederate forces headquartered at Meridian, was forced by the advance of Sherman's army to withdraw to Demopolis, Alabama. "For 5 days 10,000 men worked hard and with a will in the work of destruction" (Shank, p.43), but despite Sherman's devastation tracks were repaired in 26 working days and the city continued in its strategic military role. After its surrender, Meridian was a parole center.

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Meridian progressed rapidly from 1866 into the early 1870s, and after the county seat was moved to Meridian from the neighboring town of Marion, the first court was held at Con Sheehan's Hall in August, 1870. In 1873 Meridian was chosen as the site for the state Democratic Convention. The first business district was destroyed in an 1868 fire, and the later district developed slightly east of the original. A fire district was established in 1872, and within its boundaries buildings were required to be built of brick. The 1870s were generally a trial period for Meridian: an 1871 race riot, the financial panic of 1873, which caused great property depreciation and population loss, and a yellow fever plague in 1878 called the city's initial success into serious question.

During the '80s the future of Meridian grew more secure as additional railroad companies recognized the location's potential in respect to resource availability. Nearby Alabama iron and coal fields and the east-central Mississippi timber supply made the city an inviting location for various manufacturers, and by 1885 it was the junction of five railroads, with three others contemplating locating there. Local inventor G.W. Soulé contributed to the growing economy with the establishment of the Southern Standard Press Company, which manufactured the cotton press he had developed. Completion of the railroad lines ended Meridian's tentative stage of development. The city began to build permanently and enjoyed substantial progress and development in the 1880s and '90s. By 1890 Meridian was second only to Vicksburg in size. The city's commercial territory extended to all counties in a 75-100-mile radius. The 1870 population of 2,709 increased to 8,000 by 1885, 15,000 by 1898, and 28,000 by 1906, by which time Meridian was known as "the Queen City."

The city's prosperity continued well into the twentieth century, and for a twenty-year period Meridian was Mississippi's largest municipality and an important location on the traveling entertainment circuit. Its commercial success enabled the citizens to construct buildings outstanding for a city of its size. The wide range of styles included a Beaux-Arts municipal building (no. 150), an Egyptian Revival Scottish Rite Temple (no. 154), a Moro-Byzantine theater (no. 149), and an Art Deco skyscraper (no. 146). The community also undertook humanitarian concerns by securing a Carnegie library grant, including funds specifically for a branch library for Negroes (no. 161), and by establishing a city park (Highland Park, entered in the National Register of Historic Places, 1979). Two churches (nos. 152, 153) and a cemetery (no. 156) with significant historical origins in Meridian's formative period are also included herein.

With the decline of the railroads, Meridian lost the impetus that had substantially contributed to its growth and progress. Following a peak in the 1950s, the city has consistently decreased in population. More recent developments have located to the north and south of the central business district, leaving the downtown area in serious need of revitalization. Efforts are at present being made toward that objective. A

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Jackson, Mississippi, city-planning office prepared a historic-preservation plan for Meridian in 1978, and a recently created historical commission is developing an historic-district zoning ordinance for the city. This nomination will become part of Mississippi's Statewide Survey of Historic Sites file, and copies will be made available to the East Central Mississippi Planning and Development District and the Meridian Historical Commission.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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8 - SIGNIFICANCE

The architectural resources contained within Meridian's original city limits comprise one of the largest concentrations of late nineteenth- and early-twentieth-century commercial structures in Mississippi. The city's history is illustrated by this collection of buildings, which documents Meridian's growth from ca. 1870 to the 1930s, when a decline in Meridian's importance began. Architectural styles exhibited range from early Italianate row buildings to Art Deco commercial structures, including almost every American building style practiced in the interim period and some interesting eclectic designs. Among these resources are a number of buildings designed by P. J. Krouse, a versatile and outstanding Meridian architect whose work covered a variety of architectural styles and building types and includes the nationally significant Egyptian Revival Scottish Rite Temple (no. 154).

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8 - SIGNIFICANCE

MERIDIAN URBAN CENTER HISTORIC DISTRICT

The Meridian Urban Center Historic District was Mississippi's first downtown in the true urban sense of that term. After succeeding Vicksburg as the state's largest city around the turn of the century, Meridian remained in the premier position until it in turn was surpassed in the 1920s by Jackson. The commercial enterprise and consequent wealth of the city from the 1880s well into the 1920s was largely the result of the city's prime railroad location, but the progressive spirit that continually encouraged advancement must be attributed to the town's residents.

Within this district there are a number of buildings that individually might not qualify for National Register listing because of disfiguring changes in their facades. In each case the building is an integral part of a row of buildings forming a uniform street facade evocative of time and place, and inclusion is therefore justified. There are only three buildings in the district that could be excluded from listing in the National Register because they are less than 50 years of age: the E. F. Young Hotel (103), the Meridian Police Station (118) (justifications for including both are included in the listing of contributory buildings), and the S. H. Kress & Co. building, 1934 (88). In addition to its integral position in a street facade, the Kress building is one of two outstanding Art Deco structures in Meridian.

7100-3-31

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8 - SIGNIFICANCE

MERIDIAN DEPOT DISTRICT

The Meridian Depot District contains several small industrial complexes grouped about the railroad station that once symbolized the development of the area. The complexes are still functioning in much the same manner as they did around the turn of the century. Although there are similar concentrations within the multiple-resource area, the subject grouping is the only one which has a compact cohesive quality. Its primary visual significance derives from the perpetuation of an environment created by a former reliance on rail transportation and by past building practices.

G. W. Soulé is a person of historical interest associated with the district and the Soulé Steam Feed Works (nos. 133, 137), incorporated 1893. Soulé invented the Southern Standard Press, a cotton press, and moved his operations to Meridian in 1879. In 1886 Soulé sold the Southern Standard Press Company and founded Progress Manufacturing Company, makers of the "Ideal" Hay-Press. His interest in this company was also sold after development of the steam feed operation and establishment of the Soulé Steam Feed Works in 1891. Soulé also perfected a sugar mill and other inventions, including the "Success" Cotton Seed Huller.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

A Business Professional, Church, Fraternal and Educational Guide of the Colored Community of Meridian, Mississippi. Meridian: Tell Farmer, 1907.

Grauel, W. B. History of Meridian and Lauderdale County. Meridian, Miss.: The Meridian Star, 1947.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 640

QUADRANGLE NAME Meridian South, Ms.

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 1, 6 3, 3, 9, 1, 6, 5 3, 5, 8, 2, 6, 2, 0

B 1, 6 3, 4, 0, 7, 4, 0 3, 5, 8, 2, 5, 9, 0

ZONE EASTING NORTHING
C 1, 6 3, 3, 9, 1, 4, 0 3, 5, 8, 1, 0, 6, 5

ZONE EASTING NORTHING
D 1, 6 3, 4, 0, 7, 0, 0 3, 5, 8, 1, 0, 4, 0

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The area contained within Section 18, Township 6 North, Range 16 East, Meridian, Mississippi.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

Jody Cook, Architectural Historian

February, 1979

ORGANIZATION

DATE

Mississippi Department of Archives and History, Meridian Field Office

STREET & NUMBER

TELEPHONE

Meridian City Hall - Box 1430

(601)-693-1820 ex. 23

CITY OR TOWN

STATE

Meridian

Mississippi 39301

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE X

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

William B. Williams

TITLE

State Historic Preservation Officer

DATE

August 17, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST: Sally G. Oldham
CHIEF OF REGISTRATION

DATE

12/18/79

DATE

12/11/79

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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9 - BIBLIOGRAPHY

Gray, William F. Meridian Illustrated: 1904: A Comprehensive Picture of the Metropolis of Mississippi in its Historical, Civic, Social, Industrial and Commercial Aspects. Meridian, Miss. Tell Farmer, 1904.

Meridian, Mississippi City Directory, 1888: Metropolis of the Southwest: A Descriptive, Historical, and Statistical Review: Industry, Development, and Enterprise. T. J. Maloney, 1888.

Runnels, F. M., comp. Illustrated Handbook of Meridian, Mississippi. Meridian: Meridian Board of Trade and Cotton Exchange, 1907.

Sanborn Insurance Maps of Meridian, Mississippi, for 1885, 1889, 1893, 1898, 1902, 1906, 1912. New York: Sanborn Map Co. Originals located at Mississippi State University Library, Special Collections, State College, Mississippi.

Shank, George Kline, Jr. "Meridian: A City at Birth, During the Civil War, and in Reconstruction." M.A. thesis, Mississippi State University, 1961.

UNITED STATES DEPARTMENT OF THE INTERIOR
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9 - BIBLIOGRAPHY

Barksdale, John. Citizens of Color in Mississippi, Mississippi Progress Report 1831-1962. Meridian: privately printed, 1962.

Complete Directory of the City of Vicksburg: Including Business Directories of Yazoo City, Jackson, Natchez, etc. Vicksburg: Rogers and Groom, 1869.

Croom, W. G. Complete History and Business Directory of the City of Meridian, Mississippi: 1882-1883. Meridian: Chas. P. Dement, 1882.

Desha, Robert, comp. A Business and Complete Directory of the City of Meridian. Meridian: Camel and Powell, Star Printing House, 1873.

Dokey Drum and Bugle Corps, comp. The Original Meridian Quiz Program. Meridian: Interstate Printers, Inc., 1941.

Edminston, Fred W., comp. Directory of the City of Meridian, Mississippi for the Years 1866 to 1872. Chester, N.J.: privately printed, 1967.

Interviews with "Squire" Albert Snead Bozeman, Sr., April 9, 1963. Conducted by members of the Lauderdale County Historical Society.

Meridian Fair and Exposition Association Program. Meridian: G. L. Tiller Printing House, 1892.

Meridian [Miss.] Public Library. Subject files on Meridian.

Mobile & Ohio Railroad. Southern Manufacturing and Industrial Review: Progressive Towns and Cities. Birmingham: Paul T. Wayne, ed., vol. 3, no. 6, Sept. 1899.

Richardson, L. S., ed. Meridian, Mississippi, Southern Cities Illustrated. New Orleans: C. W. Forbes, 1894.

Shannon and Andrews. Business Directory of the City of Meridian, 1884. Meridian: Shannon and Tiller, 1884.

Snowden, E. G. "The Meridian Campaign, Sherman in Mississippi, February, 1864." M.A. thesis, University of Alabama, 1976.

Stevenson and Company Machinery Agency. Meridian, Mississippi: The Most Important Town in the State. Meridian: Chas. P. Dement, 1885.

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10 - GEOGRAPHICAL DATA

MERIDIAN URBAN CENTER HISTORIC DISTRICT

UTM References:

Zone 16	A	Easting	339930
		Northing	3581535
	B	Easting	339760
		Northing	3581750
	C	Easting	340120
		Northing	3581990
	D	Easting	340270
		Northing	3581770

Verbal Boundary Description: Irregularly shaped area enclosed by red line on the 1932 City Property Map of Section 18, Township 6 North, Range 16 East, Meridian, Mississippi.

The district is approximately 23 acres.

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10 - GEOGRAPHICAL DATA

MERIDIAN DEPOT DISTRICT

UTM References:

Zone 16	Easting	340410
	Northing	3581975

Verbal Boundary Description: Irregularly shaped area enclosed by red line on the 1932 City Property Map of Section 18, Township 6 North, Range 16 East, Meridian, Mississippi.

The district is approximately 8 acres.

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Formreceived FEB 9 1987
date entered AUG 12 1987See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic N/A

The Historic Resources of Meridian, MS; Partial Inventory: Historic &
and or common Architectural Properties (An Amendment to "Historic Resources of Meridian
Nomination of 1979)**2. Location**

street & number The incorporation limits of Meridian, Mississippi NA not for publication

city, town Meridian NA vicinity of

state Mississippi code 28 county Lauderdale code 75

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
<input checked="" type="checkbox"/> Multiple Resources	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Lauderdale County Courthouse/Office of the Chancery Clerk

street & number 500 21st Avenue

city, town Meridian state MS 39301

6. Representation in Existing Surveystitle Statewide Survey of Historic Sites has this property been determined eligible? ☐ yes ☒ nodate July 1985 - July 1986 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Mississippi Department of Archives & History

city, town Jackson state Mississippi

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> poor ruins	<input checked="" type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Meridian Multiple Resources Area (MRA) as hereby amended includes the (January 17, 1978) incorporated limits of the City of Meridian, Mississippi (see attached map). These urban limits include approximately 35 square miles or 41,600 square acres amassed in an irregular configuration relying little on natural boundaries.

The city was founded in anticipation of the intersection of two proposed railroads in the pine forest of the Appalachian foothills at an elevation of 345 feet. Located in the east-central portion of the state, Meridian is 20 miles from Alabama, 165 miles from the Gulf of Mexico, 186 miles from Tennessee and 138 miles from Louisiana.

The terrain of Meridian has been modified in the urban core by grading, but maintains its gentle rolling character along the periphery. Loper Creek flows through the western portion of the city and for a short distance forms the western city limits. Through the center of the city flows Gallagher's Creek, a tributary of the Sowashee from which it branches in the southern portion of the city. In the eastern section of the city and briefly forming a portion of the eastern boundary, the Sowashee Creek continues after it branches with Gallagher's Creek. Numerous other small creeks are found throughout the city, among them Shearer's Branch, Magnolia Creek and Robbins Creek, while in the northern and southern portions of the city are small lakes and woods.

The city is well served by air, rail and highways. Key Field Airport is located in the southwest section of the city. U.S. Highways 20 and 59 run east-west along the southern portion of the city; U.S. 45 runs north-south through the eastern portion, and U.S. 11 enters the city in the southwest quadrant. Mississippi State Highways 19, 39 and 493 also traverse the city. The Gulf and Mississippi Railway and Southern Railway run through the southern portion of the city roughly paralleling U.S. 20 and 59.

The 1980 census indicates that Meridian's population is 46,577, making Meridian the second largest city in the state, comprised of 17,379 households with an average income of \$10,175 (1985 statistic).

The Meridian Central Business District (CBD) is located in the southern third of the city along the north side of the railroad right-of-way (refer to 1979 MRA). This location is a direct result of the extensive influence of the railroad on the creation and development of the city. The city began to grow around this core primarily to the north and west.

Downtown streets run parallel and perpendicular to the railroad tracks, as do streets immediately on the south side of the tracks. The majority of the remaining streets in the inner city core were laid out in a grid pattern with north-south avenues and east-west streets, following the original Ragsdale survey. The use of these two askew patterns is the result of the feuding founding fathers, John T. Ball and Lewis T. Ragsdale. A noted exception to these grid patterns is Poplar Springs Drive, meandering north-south, following an old road to a spring. Streets laid out during the 1950s, '60s, '70s and '80s in the outer subdivisions of the city do not follow a grid pattern but rather are typically cul-de-sacs, loops, or follow the natural contour. Highways are basically laid out functionally.

--continued

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

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MULTIPLE RESOURCES AREA

Continuation sheet MERIDIAN, MISSISSIPPI Item number 7 Page 1

The majority of the city is composed of residential neighborhoods with detached single family houses set back on their sites. Governmental, banking, business and retail interests are centered in the CBD; industrial and manufacturing interests along the railroads and highways. Commercial interests outside the CBD can be seen throughout the city along major streets and highways (there has even been some adaptive reuse of residential structures). Medical interests are found along 14th Street and at the East Mississippi State Hospital site; educational and religious institutions are located throughout the city; agricultural interests are on the extreme edges. Major open spaces included cemeteries, Highland Park (National Register) and the softball complex.

Most of Meridian's early architecture (1831-64) was destroyed when General Sherman burned the city in 1864. At the outbreak of the Civil War, Meridian had just been incorporated as an irregular city of approximately one square mile with only fifteen families. There were four stores, a shingle mill, one school, one hotel, three boardinghouses and two churches.

Richard McLemore, the first settler in the area in 1831, lived in a log residence at the intersection of 11th Street and 18th Avenue and operated a 700-acre cotton plantation with a gin at the site of the present courthouse. Two years later, McLemore built another home at 5th Street and 31st Avenue in what is now the West End Historic District. In 1839 McLemore built a Baptist Church in the vicinity of the Bonita Reservoir. Another early settler, Benjamin Graham, received a federal land grant of 82 acres in 1833 along Valley Road where he built a grist mill and manufactured wagons and furniture.

In 1853, in anticipation of the arrival of the Mobile and Ohio Railroad, John T. Ball and Lewis A. Ragsdale each purchased a portion of McLemore's plantation for subdivision. Ragsdale moved into McLemore's first home and operated it as a tavern. In 1854 Ball built a log store, out of which he operated a post office named "Meridian." The sale and development of the rival subdivisions was slow. The arrival in 1855 of the first train of the Mobile & Ohio Railroad and in 1861 of the Vicksburg & Montgomery Railroad resulted in the construction of depots, warehouses and side tracks.

Growth during Reconstruction continued to be slow. It was not until Meridian's "Golden Age" (1880-1910) that the city began to develop along with the railroads and manufacturing interests. The CBD began to materialize in its present appearance (see 1979 MRA), resulting in support neighborhoods encircling it with picturesque single-family cottages and an occasional larger two-story residence. As Meridian continued to grow during the twentieth century, modest bungalows and large two-story residences began to appear in neighborhoods which continued the established grid pattern. It was not until after World War II that the house types and development pattern was broken.

The architectural character of the historic areas is predominantly late nineteenth and early twentieth century (1870-1940) residential, commercial, institutional and governmental structures, although a few earlier structures do exist. Architectural styles represented include, but are not limited to: Gothic, Italianate, Queen Anne, Eastlake, Romanesque Revival, Colonial Revival, Spanish Eclectic, Mediterranean, Mission, Neo-Italianate, Tudor, Renaissance Revival, Prairie, California Style, Craftsman, Norman, Dutch Colonial Revival, Art Deco, Art Moderne, and Stream-line Modern. Many of these styles can be found in both vernacular and professional formats.

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This amendment to the 1979 MRA is the outgrowth of the recommendations made by Jody Cook, architectural historian for the Mississippi Department of Archives and History, who prepared the original nomination. In 1985 the City of Meridian, through a matching grant from the Department, hired the New Orleans firm of Koch and Wilson Architects to perform a building-by-building inventory of five areas identified by Cook. In 1986 another grant allowed for the expansion of those areas and for the actual nomination to be made by Koch and Wilson. Archival research was conducted at that time by Lauderdale County Archives and History, and historical research by the Meridian Historical Commission.

While the framework of this amendment is intended to be for the entire City of Meridian, it is comprised of only a partial list of the eligible nominations, with other districts (at least three) and individual listings as identified by Koch and Wilson in 1986 to follow. This amendment is not intended to include archeological sites.

The five nominated districts include the West End Historic District, East End Historic District, Highlands Historic District, Midtown Historic District and Poplar Springs Historic District.

The West End Historic District is roughly bounded by 8th Street, 29th Avenue, Shearer's Branch and 5th Street. It is a late nineteenth century neighborhood settled mostly by Catholics attending St. Patrick's Roman Catholic Church (see 1979 MRA), although some development of this area occurred prior to the Civil War. Most residences are detached single-family Queen Anne cottages with steep roofs and wraparound porches, set back on the lot. The streets are arranged in a grid pattern and have few trees (refer to District nomination).

The East End Historic District is roughly bounded by 18th Street, 11th Avenue, 14th Street, 14th Avenue, 5th Street and 17th Avenue. It is a late nineteenth century neighborhood similar to the West End Historic District, with roots prior to the Civil War. The terrain is hilly, with many sites terraced. The predominant house types are Queen Anne cottages, often of repetitive design (refer to District nomination).

The Highlands Historic District, bounded by 15th Street, 34th Avenue, 19th Street and 36th Avenue, is a turn of the century neighborhood which overlooks Highland Park and is comprised mostly of early twentieth century residences, one and two stories in height (refer to District nomination).

The Midtown Historic District represents the growth of Meridian during the early twentieth century and is bounded by 23rd Avenue, 15th Street, 28th Avenue and 22nd Street. This area has both masonry and wooden structures representing modest as well as more expensive examples.

The Poplar Springs Historic District is an affluent area with impressively sited residences along meandering Poplar Springs Drive. While some nineteenth century structures can be found, the majority are twentieth century pre-Depression. The district is an irregular shape, bounded by 29th Street, 23rd Avenue, 22nd Street and 29th Avenue.

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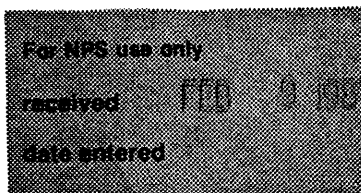
MULTIPLE RESOURCES AREA

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Historic District	Pivotal	Contributing	Marginal	Non-Contributing	Intrusion	Total
EAST END	2	256	41	18	0	317
HIGHLANDS	3	44	3	1	0	51
MID-TOWN	6	279	24	21	0	330
POPLAR SPRINGS	5	130	8	2	0	145
WEST END	<u>3</u>	<u>132</u>	<u>34</u>	<u>19</u>	<u>0</u>	<u>188</u>
	19	841	110	61	0	1031
	860		171			
	Total Contributing		Total Non-Contributing			

Breakdown of Contributing Elements by Category

<u>district</u>	<u>buildings</u>	<u>sites</u>	<u>structures</u>	<u>objects</u>	<u>total</u>
EAST END	258	0	0	0	258
HIGHLANDS	46	0	1	0	47
MID-TOWN	285	0	0	0	285
POPLAR SPRINGS	135	0	0	0	135
WEST END	<u>135</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>135</u>
Totals	859	0	1	0	860

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1831–1941	Builder/Architect	N.A.
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Statement of Significance (in one paragraph)

The Meridian Multiple Resource Area (MRA) contains Mississippi's most significant collection of buildings associated with the growth of a railroad economy and light rail streetcars. This amended nomination area includes the Urban Center Historic District, the Depot Historic District and 26 individual nominations of the original 1979 MRA, as well as Highland Park Historic District (listed on the National Register in 1979), Merrehope (1971), the Grand Opera House (1972), the Meridian Baptist Seminary (1978), and the U.S. Post Office and Courthouse (1983).

This nomination is a partial listing including five districts, and it is anticipated that at least three other districts will follow, as well as individual nominations. Nominated here are the East End Historic District and West End Historic District, both representing Meridian's Golden Age; Highlands Historic District, representing the city's growth due to the streetcar system and the turn of the century economy; Poplar Springs Historic District and Mid-Town Historic District, both representing the early twentieth century prosperity of Meridian and its rapid growth to the north. One of the previously listed individual buildings, the Dixie Gas Station (Item 164, 1979 MRA), would have been located in the West End Historic District, but has since been demolished.

The MRA was first inhabited by the Choctaw Indians. Prehistoric archaeological sites associated with these early inhabitants are not included in this nomination. The 1830 Treaty of Dancing Rabbit relocated the Indians west of the Mississippi and the following year, a Virginian, Richard McLemore, became the first permanent settler in the area. McLemore operated a 700-acre cotton plantation in what was to become Meridian. He is rumored to have offered free land to settlers, which in 1833 resulted in the establishment of Lauderdale County.

In 1853, in anticipation of the arrival of the Mobile and Ohio (M&O) Railroad and the proposed Vicksburg and Montgomery (V&M) line, land speculators John T. Ball and Lewis A. Ragsdale each purchased portions of McLemore's plantation, Ball buying land west of 27th Avenue and Ragsdale east of the avenue. This was the beginning of a long rivalry, with the two men fighting over everything from street patterns to land sales to the name of the community.

In 1835 a spur track of the M&O was completed to Meridian and the first train arrived. The railroad thought the area not important enough for a station, so Ball agreed to build one, which proved to be merely a flag stop.

When the rumored extension of the V&M line failed to develop, Ragsdale petitioned the company and offered free land and the assistance of the community in the development, which the company accepted. However, the line did not reach Meridian until May 29, 1861, carrying Confederate troops for the Civil War.

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On the eve of the war, Meridian was a small community of fifteen families and a few businesses which was incorporated on February 10, 1860, encompassing an area of about one square mile. During the war the strategic location of Meridian became apparent as a Selma-Meridian rail line linking railways from Vicksburg, Mississippi, to Richmond, Virginia, was completed by the Confederacy in 1862 along with a telegraph line. In Meridian, the Confederacy operated an arsenal, military hospital, prisoner of war camp and many state offices before forced to evacuate in February of 1864 when Union General William Sherman arrived and in six days destroyed most of Meridian as well as the train yard.

Immediately after the war, "saw mills were established on all sides of town" in order to rebuild the city, according to one 1883 account. These post-war structures were frame buildings, "mere shells of the plainest and cheapest designs." This initial growth was slow--in fact, another account declared that "Meridian was substantially dead."

By the 1870s, industry began to flourish as Meridian developed as a major transportation center. The Sellars, Murphy and Lister Foundry and Machine Shop was among the first to develop. It was followed by factories, cotton mills, sawmills and logging interests, including the Meridian Cotton Mill (1873), the Meridian Oil Mills (1876) and the Greer Sawmill.

By 1870 Meridian had grown to be the largest community in Lauderdale County with 2,709 citizens. It became a county seat, which added prestige and furthered its growth with the addition of governmental offices.

With post-war growth, city amenities also grew. In 1865 the Meridian Female College was opened and chartered two years later; in 1866 the Meridian Freedman School was opened. The post-war era also saw the erection of numerous churches other than the Baptist and Methodist, including the Presbyterian Church (1867), Catholic (1868), Jewish (1871) and Episcopal (1873). In 1867 the first bank began operation.

The national panic of 1873 and a large downtown fire that same year were devastating to Meridian, resulting in a drastic drop in property values and the decline in population from 7,000 to 3,000. The yellow fever epidemic of 1878 also led to a reduction in population through death and flight.

The Golden Age of Meridian was 1880-1910, an era of great business and industrial expansion as well as residential growth. Period accounts credit northern capital was the impetus for this development. The majority of early architecture dates from this period including 44% of the structures in the two downtown districts (see 1979 MRA) and many Queen Anne, Eastlake and Colonial Revival cottages in the West End, East End and South Side neighborhoods.

Railway interest continued to grow and prosper during this period. In 1882 the New Orleans and Northeastern line began service to Meridian and in 1885 located shops in Meridian. The Alabama Great Southern connected Meridian to Chattanooga, Tennessee, with connections to Cincinnati, Ohio. Because of such easy access to the northeast, Meridian quickly became a center for

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compressing and shipping cotton, processing 50,254 bales between 1881 and 1885 alone. By 1885 there were five such establishments in Meridian. Transportation and cotton activities hastened the development of the textile industry, with the establishment of garment factories. A second important industry developed during this period around lumbering. The extensive pine forest north of the city stimulated the development of six mills for working pine lumber. An additional mill was devoted exclusively to hardwood production. These mills were able to produce the thousands of board feet needed to build residences for new work forces generated by this growth.

During the 1880s, at least nine residential subdivisions were created: Fewell's Survey (1883), Sturgess' Survey (1884), Brown's Addition (1885), Highland Survey (1885), Martin's Survey (1885), Vogh's Survey (1887), Broach's Survey (1889), Stone's Subdivision (1889) and Walker & Pack's Survey (1889). Commercial interests also grew and by 1890 much of the Central Business District was constructed and businesses such as F.A. Hulett and Son (1885) and Alex Loeb (1887) were operating. Three additional banks were established to handle the growing financial needs of the city.

As the city grew, so did city services. Electricity was introduced in the late 1880s, as was a city water system, followed by a sewerage system and street and sidewalk paving in the 1890s. In 1883 the Meridian Street Railroad Company was formed and by the turn of the century, the system was impressive. In 1907 the system had seven lines branching to all parts of the city north of the railroad tracks. During the 1890s at least twenty-one new subdivisions were created: Driver's Survey in 1890; Fairview Survey, Ferguson's Survey, Finley's Subdivision, Hodges & Ethridge's Survey, Montgomery & Lewis Survey, and Rencher's Survey, all in 1891; Lyle, Lloyd & Rubush in 1892; Albert Chalk's Survey; C.C. Chalk's Survey, and South Sideland Co. Survey in 1893; Slaughter's Survey and Georgetown in 1895; Blanks & Rushing's Survey, Latham's Subdivision, and Threefoot Survey in 1896; Dillehay's Addition, E. & C. Ragsdale Survey, and Tuxedo Park in 1897; Meridian Land & Ind. Co.'s Survey and Terry's Survey in 1898.

By 1893 the city's population was 12,500 and by 1902 it had grown to 16,000. In this pre-automobile age, mass transit played an important role in the growth of the city, and Meridian was no exception. Meridian quickly became the state's largest city, with the population nearly doubling between 1902 (16,000) and 1912 (28,000). Numerous new residential neighborhoods were developed with the assistance of the street rail system, including Moore's Mississippi Petroleum Subdivision in 1900; David's Survey and Tannebaum Bros. Survey in 1901; Caldwell's Survey and C.S. David's Survey in 1902; Arkey's Subdivision, Brown's Survey, Collegetown Survey, and Woods & McRaven Survey in 1903; Hall's Survey, Lee & Carlson's Survey, and Robinson's & Ruffer's Addition in 1904; J.T. Chalk's Survey, Dobbs & Bostick's Survey, Marion Park Survey, O.P. Pool's Survey, and Young's Survey in 1905; Blanks & Hawkins Addition, Fairgrounds, Mrs. Higgins' Survey, and Markline Terrace in 1906; John Kamper Addition in 1907; Baily & Cameron's Survey, Bass Survey, and Threefoot's & Horne's Survey in 1908; Campbell & Cleveland's Addition, Grant & Cahn's Subdivision, J.W. Parker's Subdivision, Pinkston, Walker's Survey, Robbins Survey, and I.W. & E.S. Semmes Survey in 1909; Armour's Addition, Eden Park Survey, Hagemeyer's, Lee's Survey, Oakland Place Survey, and Abram Hopkins Survey in 1910; Hall's High Point and Meridian Heights in 1912; Crescent Hill

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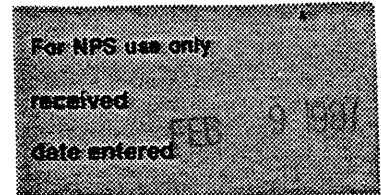
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Survey, Edgewood Park Survey, Highview Survey, and Prospect Park Survey in 1913; Boswell's Survey, Emerson Survey, Hamilton Park Addition, and Kaye Bros. Survey in 1914, and W.J. Graham's Survey in 1915.

During this period, the railroad continued to flourish. By 1907 as many as forty passenger trains a day passed through Meridian, and a new passenger station was built. The New Orleans and Northeast shops employed 5,000 people and the M&O shops 1,000. Cargo volume through Meridian continued to grow so that by 1920 as many as 100 trains a day passed through the city. Other industries also continued to grow and prosper; there were, for example, thirteen lumber companies in Meridian by 1912.

The importance of Meridian as a commercial rail crossway and service port was reaffirmed during the early part of this century. A solid working force of factory laborers and railroad workers supported a strong and affluent merchant community. A successful opera house, expanding residential districts, particularly the affluent portions of Mid-Town and Poplar Springs Drive with large revival style houses, and the growth of major department stores and the construction of the Threefoot Building (see 1979 MRA) are a testament to the growth and prosperity which lasted until the Depression.

The introduction of the automobile greatly affected growth by allowing bungalows to spring up all over town in areas not served by the streetcars. So dominant was the impact of the automobile that many bungalows were built with carports.

Residential construction continued through the Great Depression. The crash of 1929 did slow down Meridian's growth, but did not halt it. New subdivisions were created, and many Cape Cod bungalows were built through the low interest loans of the Home Owners Loan Corporation (HOLC). Those who were employed in Meridian maintained their standard of living. In 1936 the city's residential growth required the construction of the present Meridian High School just outside of the Poplar Springs Historic District.

Rail service was cut back after the Crash, but freight and passenger lines continued to serve Meridian and the major railroad shops continued to employ many people. The city's cotton industry remained viable with the Meridian Board of Trade (see 1979 MRA) serving as the regional center for cotton production.

While some manufacturing concerns began to leave Meridian for better highway locations, new industry did develop during the 1930s. A canning plant was built by the WPA on the present shopping mall site, and the Philip Jones Garment Factory was built on 22nd Avenue. Wholesale groceries and trucking lines began to operate out of Meridian, serving the surrounding counties.

Recovery projects in Meridian were few, but helped the city to continue to grow. A new post office and courthouse were built, major street improvements occurred, improvements were made to Highland Park, and the Civil Conservation Corps (CCC) constructed Clark State Park just south of Meridian. The Mississippi Writers' project provided jobs for white collar workers documenting Mississippi's heritage.

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Meridian experienced modest growth until World War II, which curtailed development. The post-war recovery was slow. Historic areas around the downtown began to deteriorate, as did the core itself. The historic area between 6th Street, 14th Street, 24th Avenue and 16th Avenue began to disappear in 1950, as did the area just to the west of the Downtown Historic District, separating the surviving historic downtown districts from the nominated historic neighborhoods. Strip commercial development began to take its toll along major streets as citizens fled the core to new subdivisions to the north. The interstate highway system has recently focused much of the recent development along its spine, while residential development has continued its historic northward track.

The military has always had an important impact on the community, from the Confederacy's operations to the Union destruction of the city to Camp Shelby during the two world wars. Today the military continues to influence growth as Meridian serves as home to a Naval air station, the Mississippi Air National Guard, Army National Guard and Army Reserve units.

Most of the small cottages and bungalows in Meridian were built by contractors as speculative housing for the ever-increasing work force. Most of these houses were built with repetitive designs, as is most prevalent in the East End Historic District. Large houses along 24th Avenue in the Mid-Town Historic District and along Poplar Springs Drive in the Poplar Springs Historic District were designed by local architects. As early as 1884 Meridian could boast of two architects, A.W. Mass and G.M. Torgerson. Meridian's most noted twentieth century architect was Penne J. Krouse, who first appears in the 1910 city directory and by 1935 had formed the firm of Krouse & Brasfield. Peers of Krouse working in Meridian included Burt Stuart, C.E. Suttle, Robert C. Springer and J. Preston Yarbrough.

Almost every architectural style of the late nineteenth and early twentieth century is found within the area of the MRA, including, but not limited to, Greek Revival, Italianate, Queen Anne, Eastlake, Gothic, Colonial Revival (in all its forms--Dutch, Spanish, French, Anglican, Cape Cod), Renaissance Revival, Prairie, Spanish, Tudor, Romanesque Revival, Craftsman, California and Decorative Brick.

Most of the structures in the districts possess local significance as representing a particular period in Meridian's development, but as a collection have significance as they relate to the state's railroad economic legacy. The sheer number--860 contributing and pivotal structures--in this nomination comprises one of the largest collections of historic structures in the state.

Buildings which are individually significant include 2209, 2219, 2223, 2405, 2407 and 2828 Poplar Springs Drive (Elements 1, 2, 3, 18, 19 and 44, respectively in the Poplar Springs Road Historic District); 1803 35th Avenue, 3510 18th Street, 3504 16th Street (Elements 24, 46 and 51 in the Highlands Historic District); 2920 Harris Street, 2721 7th Street, 2907 7th Street (Elements 22, 151 and 163 in the West End Historic

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District); 1614, 1703, 1709, 1715 and 1800 23rd Avenue and 1600 24th Avenue (Elements 5, 9, 12, 13, 15 and 62 in the Mid-Town Historic District); and 1512 and 1513 14th Avenue (Elements 92 and 93 in the East End Historic District).

Since the 1979 MRA nomination, the preservation of Meridian's historic legacy has been fostered by the creation of the Meridian Historic Districts and Landmarks Commission in 1979 and the creation of a Main Street Program for the listed downtown districts in 1985. Preservation played a major role in the 1982 update of the city's comprehensive zoning plan. As part of Mississippi's certified local government program, it is anticipated that this nomination will result in some type of local control for these areas. In order to promote interest in these districts, they will be marked by the city with identification signs. It is also anticipated that tax incentives, available for listed historic buildings, will help to preserve these neighborhoods and turn around the depressed areas. City applications for UDAGs and Block Grants will take into account these resources.

9. Major Bibliographical References

PLEASE REFER TO CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property 41,600

Quadrangle name Collinsville, Meridian North, Meridian South Quadrangle scale 1:24000

UTM References Meehan, Mississippi

A

1	6	3	4	4	7	4	0	3	5	9	0	0	3	0
Zone		Easting				Northing								

B

1	6	3	4	4	7	4	0	3	5	7	6	2	2	0
Zone		Easting				Northing								

C

1	6	3	3	3	1	8	0	3	5	7	6	2	2	0
Zone		Easting				Northing								

D

1	6	3	3	3	1	8	0	3	5	9	0	0	3	0
Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

See accompanying scale map

List all states and counties for properties overlapping state or county boundaries

state N.A. code county code

state N.A. code county code

11. Form Prepared By

name/title Robert J. Cangelosi, Jr., A.I.A.

organization Koch and Wilson Architects

date 29 August 1986

street & number 1100 Jackson Avenue

telephone 504/581-7023

city or town New Orleans

state Louisiana 70130

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Kenneth H. P. Pool

title Deputy State Historic Preservation Officer

date January 30, 1987

For NPS use only

I hereby certify that this property is included in the National Register

Amy Schlager

date 8/12/87

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

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Multiple Resource Area
Thematic Group

dnr-11

Name Meridian MRA - Amendment
State Lauderdale Co., MS

Consent for Amendment
Mary Schaefer 8/2/87

Nomination/Type of Review

Date/Signature

1. East End Historic District

~~Substantive Review~~

Keeper

Carol D. Shull 8-21-87

Attest

2. Highlands Historic District

~~Substantive Review~~

Keeper

Carol D. Shull 8-21-87

Attest

3. Mid-Town Historic District

~~Substantive Review~~

Keeper

Carol D. Shull 8-21-87

Attest

4. Poplar Springs Road Historic District

~~Substantive Review~~

Keeper

Carol D. Shull 8-21-87

Attest

5. West End Historic District

~~Substantive Review~~

Keeper

Carol D. Shull 8-21-87

Attest

6.

Keeper

Attest

7.

Keeper

Attest

8.

Keeper

Attest

9.

Keeper

Attest

10.

Keeper

Attest

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Multiple Resource Area
Thematic Group

Name Meridian MRA
State Lauderdale County, MISSISSIPPI

Nomination/Type of Review	Date/Signature
Cover	Keeper _____
1. Merrehope Historic District	Keeper <u>ASchlagel 9/19/88</u>
Substantive Review	Attest _____
2. Meridian Waterworks Pumping Station and Clear Water Basin	7/26/89 Keeper <u>for nomination</u>
	Attest <u>for signature</u>
3. Standard Drug Company	Keeper _____
	Attest _____
4.	Keeper _____
	Attest _____
5.	Keeper _____
	Attest _____
6.	Keeper _____
	Attest _____
7.	Keeper _____
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10.	Keeper _____
	Attest _____